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	designers from the office were sent to other railway stations falling under the jurisdiction of the Bucharest region. This survey had another purpose: Until Fall 1951, the Rumanian Railways owned all buildings and machinery on the main railway stations (i.e., from the Bucharest Main Railway Station, including lines departing from the first automatic switching cabin, up to the second cabin), but all other minor railway halts, although regionally supervised by the C.F.R., were the property of the respective signalman's house, and so evidence of C.F.R. property was almost non-existent. Until Fall 1951, these halts were constructed in the name of C.F.R. by private edile-constructors /sic/for the respective signalmen. After that date all these halts, including signalmen's houses, became the property of the C.F.R. Simultaneously, the C.F.R. began constructing its own halts or railway stations, without using private constructors. The use of private contractors was limited strictly to the hiring of trucks and truck-drivers to transport raw materials. (There were 62 buildings in the Buzau Railway Station	50X1-HUM
2.	The section employed civilians.  [fmu] Bailati and a Jewish Chief Engineer and Vice-Chief Engineer. Gheorghe Gava was the was the Vice-Chief Engineer. When	50V4 LILIM
	Chief Engineer; Avram Elgurt, was the Vice-Chief Engineer; where the survey was in full operation in Summer 1951, the L-1 Section employed the services of many designers. The same held true throughout the other regions.  'daily personnel' to quit and go to work for the Danube-Black Sea Canal Project, where almost double the salaries were offered to designers (and clerical staff). Of the 16 persons working (half of whom were engineers), half left the office to work at the canal. A sub-engineer at the canal could make 131 12,000 per month at that time.	50X1-HUM 50X1-HUM 50X1-HUM 50X1-HUM
<b>3.</b>	Ursiceni-Faurei rail line was almost completed. Traffic on the line had begun but was limited to military and civilian freight cars and C.F.R. service railway cars. The Ursiceni-Faurei rail line was a World War II project I the since all traffic was routed on the Busauto reach the Soviet front line since all traffic was routed on the Busautraila line. The project was fully carried out, but with another purpose: Brails line. The project was fully carried out, but with another purpose: Brails line is from Transylvania to Constanta was routed through the Bucharest Bailway Station: the normal routs to Constanta is: Bucharest Petesti-Carnavoda Madgidia-Constanta. Although the Bucharest-Constanta line is double track, heavy traffic, especially with the works along the line is double track, heavy traffic, especially with the works along the line from Ursiceni to Fourei, freight cars, military transports, etc., were routed as follows: Bucharest-Ploesti-Ursiceni-Faurei-Petesti-Cernavoda Madgidia-Constanta, thus freeing the line (especially the Bucharest-Petesti one) or such a load. In Fall 1951, the first civilian cars were beginning service on this line. At the same time, construction on the railway halts and the Faurei Railway Station had just begun. The line was a single track then but it was supposed to be double track eventually.	<b>1</b>
	Travelling toward Fulrei, the Carbovi and Cotor- ca halts are on the left hand side, Meteleu-Scutelnici on the right Pogosi the left, Busetu on the right, and Faurei on the left. From Faurei, LWO other lines lead to the Buseu and Fetesti-Constants lines respectively.	50X1-HUM
<b>b.</b>	the former Bratianu Railway Station. The first C.F.R. region supervised the following railroads:  Bucharest-Ploesti-Compina Bucharest-Ploesti-Comstanta Bucharest-Petesti-Comstanta Bucharest-Horid-Calarasi (built in 1947) Bucharest-Hysicani-Faurai-Busau Bucharest-Giurgiu (without the port).	50X1-HUM

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	"It was removed in G.F.R. circles at Beckerost that the old project (during Asteneous's Government) of transferring the Backerost thin contiens (and astenetic strictes) to Chitile-Tria, would be contied out. According to this project, also smallest from the point of view of saving the unin switches outside of the city for strategic view of saving the unin switches outside of the city for strategic view of saving the unin switches outside of the city for strategic view of saving the unin switches from the plant of Chitile-Tria installations would would become a large part. At Chitile-Tria installations would be been calcaged, and the thin Ballowy Station of Backerset and its constructed. This would also free all of Grivitel Street and its	
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